



**Walla Walla Valley  
Metropolitan and Sub-Regional  
Transportation Planning Organization**

**Unified Planning Work Program  
State Fiscal Year 2027  
(July 1, 2026 through June 30, 2027)**

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**TAC Review Draft – May 19, 2026**

## Acknowledgements

This report is financed in part by the U.S. Department of Transportation (Federal Highway Administration and Federal Transit Administration), the Oregon and Washington State Departments of Transportation, and local government contributions.

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- La Ley sobre Estadounidenses con Discapacidades (ADA) de 1990, según enmendada
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## Please Contact the WWVMPO/SRTPO for Questions, Concerns, or Comments:

107 S 3<sup>rd</sup> Ave  
Walla Walla, WA 99362  
Phone 509-876-8001  
[wwwmpo.org](http://wwwmpo.org)

## Translation Services

Translation services in Spanish are available upon request by contacting Andres Gomez at 509-876-8002.

## Servicios de Traducción en Español

Para servicios de traducción en español favor de contactar a Andres Gomez al 509 876-8002.

Placeholder for: SFY 2027 UPWP Unified Planning Work Program  
Adoption Resolution

# Walla Walla Valley Metropolitan Planning Organization/Sub-Regional Transportation Planning Organization Membership & Committee Roster

## Walla Walla Valley Metropolitan Planning Organization (WWVMPO) Member Agencies

City of College Place (WA) • City of Prescott (WA) • City of Waitsburg (WA) • City of Walla Walla (WA) • Umatilla County (OR) • Walla Walla County (WA) • Confederated Tribes of the Umatilla Indian Reservation (OR) • Port of Walla Walla (WA) • Valley Transit (WA) • Oregon Department of Transportation • Washington State Department of Transportation

## Walla Walla Sub-Regional Transportation Planning Organization (SRTPO) Member Agencies

City of College Place (WA) • City of Prescott (WA) • City of Waitsburg (WA) • City of Walla Walla (WA) • Port of Walla Walla (WA) • Valley Transit (WA) • Walla Walla County (WA) • Washington State Department of Transportation

## WWVMPO/SRTPO Policy Board (PB)

### Voting:

Norma Hernandez, Mayor, City of College Place  
Nathaniel Murphy, Clerk and Treasurer, City of Prescott  
Randy Hinchliffe, City Administrator, City of Waitsburg  
Jeffrey Robinson, City Councilmember, City of Walla Walla  
Dan Dorran, County Commissioner, Umatilla County  
Gunner Fulmer, County Commissioner, Walla Walla County  
Dani Schulte, Senior Planner, Confederated Tribes of the Umatilla Indian Reservation  
Ron Dunning, Commissioner, Port of Walla Walla  
Angie Peters, General Manager, Valley Transit  
Teresa Penninger, Planning and Program Manager, ODOT  
Brian White, Regional Administrator, WSDOT South Central Region

### Ex Officio:

*Washington State District 16:* Senator Perry Dozier; Representatives Mark Klicker and Skyler Rude  
*U.S. District 4/5:* Senators Maria Cantwell and Patty Murray; Representatives Cathy McMorris Rodgers and Dan Newhouse

## WWVMPO/SRTPO Technical Advisory Committee (TAC)

Robert McAndrews, Public Works Director, City of College Place  
Nathaniel Murphy, Council Member, City of Prescott  
Randy Hinchliffe, City Administrator, City of Waitsburg  
Neal Chavre, City Engineer, City of Walla Walla  
Megan Davchevski, Planner/Transit Coordinator, Umatilla County  
Joel Dickerson, County Engineer, Walla Walla County  
Eric Smith, Kayak Public Transit General Manager, Confederated Tribes of the Umatilla Indian Reservation  
Meagan Blair, Governmental Affairs/Community Outreach Specialist, Port of Walla Walla  
Randy Alexander, Fleet, Facilities, and Special Projects Manager, Valley Transit  
Teresa Penninger, Planning and Program Manager, ODOT  
Phil Nugent, Regional Planning Manager, WSDOT

## Bi-State Coordination Workgroup

Kelley Dolan, Federal Highway Administration	Angie Jones, ODOT Region 5
Jasmine Harris, Federal Highway Administration	Phil Nugent, WSDOT
Danielle Casey, Federal Transit Administration	Kate Tollefson, WSDOT
Teresa Penninger, ODOT Region 5	Kristin Melcher, WSDOT

## WWVMPO/SRTPO Staff

Andres Gomez, Executive Director	Mansee Chauhan, Transportation Planner
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## Introduction

Metropolitan and regional transportation planning organizations facilitate the coordinated planning and implementation of a seamless transportation system for all users. This effort requires cooperation and close collaboration among all entities involved in implementing, maintaining, and improving individual network segments.

In the Walla Walla Valley, this facilitation responsibility is assigned to the Walla Walla Valley Metropolitan Planning Organization and Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO), which includes representation from Oregon and Washington State, the Confederated Tribes of the Umatilla Indian Reservation, Valley Transit, and the Port of Walla Walla, as well as the cities and counties in the region.

### Walla Walla Valley Metropolitan Planning Organization

Established on March 27, 2013, the Walla Walla Valley Metropolitan Planning Organization (WWVMPO) is a bi-state transportation planning agency located in the Walla Walla Valley region. As the federally designated MPO for an urbanized area with a population greater than 50,000, the WWVMPO carries out the **continuing, cooperative, and comprehensive (3C) multi-modal transportation planning process** that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight, and to foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution (23 USC 134).

Federal regulations require the WWVMPO to develop a regionally coordinated long-range transportation plan and short-range transportation improvement program to ensure consistency and efficient use of federal transportation funds. The bi-state MPO planning area, shown in the map on the appendix, was updated towards the end of 2023 and includes the cities of College Place, Prescott, Waitsburg, Walla Walla, and Walla Walla County as well as portions of Umatilla County in Oregon.

The majority of funding for the WWVMPO is provided through transportation planning grants from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), administered and supported by the Oregon and Washington State Departments of Transportation (ODOT and WSDOT).

### Walla Walla Sub-Regional Transportation Planning Organization

The Walla Walla Sub-Regional Transportation Planning Organization (SRTPO) was created by an agreement, effective July 1, 2013, between the Benton-Franklin-Walla Walla Regional Transportation Planning Organization (RTPO) and the WWVMPO, thereby making regional planning efforts with the new MPO more efficient. The SRTPO boundary, also shown in the map in the appendix, assigns all of Walla Walla County to the WWVMPO, as the area covered under the SRTPO.

The Walla Walla SRTPO activities comply with Washington State's RTPO requirements (RCW 47.80), which call for **transportation planning, at all jurisdictional levels, to be coordinated with local comprehensive plans** in order to achieve both statewide and local transportation goals.

Instead of creating a separate Policy Board and Technical Advisory Committee (TAC) for the SRTPO, the WWVMPO chose to expand the current MPO Policy Board and TAC to include additional members. Agencies participating as members of the SRTPO include the MPO members in Washington State and representatives from the cities of Prescott and Waitsburg.

State funding for the SRTPO, appropriated through WSDOT, is used to carry out the regional transportation planning activities.

## Purpose and Scope of the Unified Planning Work Program

The Unified Planning Work Program (UPWP) is the tool used to direct the continuous, cooperative, and comprehensive transportation planning efforts. In the UPWP, the WWVMPO/SRTPO describes tasks necessary to meet both MPO and RTPO transportation planning requirements.

Updated annually, the UPWP describes planning tasks and products anticipated for the subsequent state fiscal year, along with information on the associated budget, responsible lead agency, and completion date. All listed activities in this UPWP are to be accomplished in state fiscal year (SFY) 2027, which covers the period of July 1, 2026 through June 30, 2027.

Created in cooperation with member entities, the tasks identified in the UPWP are consistent with the regional transportation goals and objectives identified in the current **Metropolitan and Regional Transportation - 2045 Plan**.

The development and implementation of the UPWP is one of several transportation planning requirements that must be fulfilled in order for regional transportation projects to be eligible for federal funding.

## Integrated Planning

### Federal Legislative Mandate

The **Infrastructure Investment and Jobs Act (IIJA)**, was signed into law on November 15, 2021. The IIJA continues the emphasis on performance-based planning. The majority of federal metropolitan transportation planning requirements are contained in Title 23 of the United States Code (USC) Section 134, 49 USC 5303, and Title 23 of the Code of Federal Regulations (CFR) Part 450 Subpart C.

Increasing Safe and Accessible Transportation Options:

IIJA requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]

### Planning Factors

The IIJA lists ten federal planning factors (codified in 23 USC 134 (h)(1) and 23 CFR 450.306) that must be considered as part of the metropolitan planning process:

- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the **safety** of the transportation system for motorized and non-motorized users;
- Increase the **security** of the transportation system for motorized and non-motorized transportation users;
- Increase the accessibility and **mobility** of people and freight;

- Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the **integration** and connectivity of the transportation system, across and between modes, for people and freight;
- Promote **efficient** system management and operations;
- Emphasize the **preservation** of the existing transportation system
- Improve the **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and **tourism**.

## MPO Core Functions

National policy sets forth the six core functions the WWVMPO/SRTPO performs –

- Establish a setting for effective decision-making;
- Identify and evaluate transportation improvement options;
- Prepare and maintain a Metropolitan Transportation Plan (MTP);
- Develop a Transportation Improvement Program (TIP);
- Identify performance measure targets and monitor whether projects make progress towards achieving targets; and
- Involve the public.

## RTPO Legislative Mandate

The WWVMPO/SRTPO also has certain RTPO duties, which are described in [RCW 47.80.023](#) –

- Prepare a regional transportation strategy that considers alternative modes and transportation demand management as well as includes preferred transportation policies to implement adopted growth strategies;
- Prepare a regional transportation plan (RTP) that is consistent with the regional transportation strategy, countywide policies, comprehensive plans, and with state transportation plans;
- Certify transportation elements of county and city comprehensive plans within the region;
- Certify that countywide planning policies and the regional transportation plan are consistent;
- Undertake the cooperative development of a six-year regional transportation improvement program;
- Work with cities, counties, transit agencies, the department of transportation, and others to develop level of service standards or alternative transportation performance measures;
- Review the level of service methodologies used by cities and counties to promote the consistent regional evaluation of transportation facilities and corridors;
- Every four years, submit a Coordinated Public Transportation - Human Services Transportation Plan (CPT-HSTP) and advance special needs transportation through specific opportunities and projects; and
- Submit a prioritized human services and rural transit project list every two years.

## State Transportation Planning in Washington and Oregon

WSDOT guidance for the WWVMPO/SRTPO UPWP focuses on conducting transportation planning consistent with the federal requirements and state duties described in **Revised Code of Washington (RCW) 47.80** and **Washington Administrative Code (WAC) 468-86**, which implement the GMA's

Statewide Planning Goal 3 (Transportation) to “encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.”

ODOT focuses on conducting transportation planning consistent with federal requirements and state duties described in **Oregon Administrative Rule (OAR) Chapter 660, Division 12**, which implements Statewide Planning Goal 12 (Transportation) “to provide and encourage a safe, convenient and economic transportation system.”

Consistency with statewide planning is achieved through the 2045 Plan, which considers state transportation goals.

## Transportation Planning Emphasis Areas

### State Emphasis Areas

Providing state guidance on priority work program emphasis areas for SFY 2027, the following topics have been identified by WSDOT as areas of particular focus for both MPOs and RTPOs.

#### Administrative Considerations

In order to improve the efficiency of all transportation planning organizations, WSDOT has suggested that MPOs and RTPOs make their governing documents available on their websites. The WWVMPO/SRTPO has placed all governing documents on their [website](#) and regularly shares other organizational documents like Requests for Proposals with other planning partners.

Another suggestion for SFY 2027 UPWPs is to look for ways to make the planning process more inclusive to members of historically underrepresented groups. In SFY 2027, WWVMPO/SRTPO will continue to coordinate with local agencies to include public outreach in their social media (in Spanish and English) . WWVMPO/SRTPO completed the public participation plan in SFY 2024 and it included strategies to include a target outreach to under-representative groups such as minority, low-income, and limited English proficiency population.

The WSDOT Tribal and Regional Integrated Planning Office (TRIP) will assess, analyze, and potentially adjust the duties of RTPOs as found in RCW 47.80. The WWVMPO/SRTPO will be working closely with WSDOT to make sure that we aligned on what is expected of RTPOs as well as identify areas where RTPOs can more effectively enhance regional transportation planning.

#### Planning Collaboration

Recognizing the value of state and local partnership, the WSDOT encourages active participation in statewide planning efforts with respect to the various statewide modal and long-range transportation plans. To that effect, the WWVMPO/SRTPO will continue to set aside time and staff resources during SFY 2027 to work on the collaborative development and review of these statewide planning documents, as well as to participate in other transportation planning coordination opportunities.

#### Budget

Along with a close accounting of expenses, WSDOT would also like MPOs to clearly delineate their planned and expected revenue figures in their UPWPs. This is expected to include rollover, match, and all other federal funding that may be used, preferably separated in a table by fund type. The WWVMPO/SRTPO has provided a breakdown of all revenues by source and all expenditures by task, in the [Revenues and Expenditures](#) section of this document.

## Regional Emphasis Areas






### Implementation of 2045 Plan Vision, Goals, and Objectives

Collectively, WWVMPPO/SRTPO member entities, stakeholders, and the public defined the community's vision, goals, and objectives, which guide all transportation policy and investment decisions in the region.

#### A VISION OF "MOBILITY FOR ALL USERS"

ENHANCE THE SAFETY, CONNECTIVITY, AND CONDITION OF OUR TRANSPORTATION SYSTEM TO PROVIDE SUSTAINABLE, RESILIENT, SAFE, CONVENIENT, AND EFFICIENT MOBILITY FOR ALL USERS—RESIDENTS, WORKERS, AND VISITORS—WHILE ENRICHING THE QUALITY OF LIFE AND REFLECTING COMMUNITY CHARACTER.

Adopted alongside the 2045 Plan vision, the following regional goals and objectives will guide the projects, strategies, and services that are chosen to improve transportation in the Walla Walla Valley. Focused public outreach and interviews with key stakeholders helped determine the relative importance of each one of the goals, which are shown below:

Goal Area	Objectives
Safety 	<i>Protect all transportation users from unintentional harm</i> <ul style="list-style-type: none"> <li>Include safety countermeasures to alleviate fatality and serious injury hot spots and barriers to safe routes to schools.</li> <li>Improve horizontal and vertical alignment or sight distance.</li> <li>Improve design or add safety features (transit bus pullout, pedestrian crossing, buffer area, lighting, etc.).</li> <li>Incorporate proactive safety and design elements identified in a safety audit/plan.</li> </ul>
Security 	<i>Protect all transportation users from intentional harm</i> <ul style="list-style-type: none"> <li>Include design elements to harden infrastructure and protect transportation system users from sources of intentional harm.</li> <li>Support emergency preparedness and response.</li> </ul>
Health 	<i>Promote public health through active transportation options (walking, cycling) and reduce pollution</i> <ul style="list-style-type: none"> <li>Promote and encourage active transportation to support a healthy lifestyle.</li> <li>Promote strategies that lower transportation emissions and improve air quality to advance community health.</li> </ul>
Preservation and Infrastructure Condition 	<i>Maintain and improve the infrastructure to ensure long-term usability.</i> <ul style="list-style-type: none"> <li>Increase the condition rating of a bridge (deck, superstructure, substructure, culvert).</li> <li>Increase the pavement condition rating.</li> <li>Mitigate known maintenance or condition issues for all modes.</li> <li>Improve curb ramps, sidewalks, and crosswalks to meet ADA requirements.</li> </ul>
Resiliency and Reliability 	<i>Make the system resilient to natural disasters and ensure reliable travel times.</i> <i>Coordinate with the Natural Hazard</i> <ul style="list-style-type: none"> <li>Mitigation Plans and protect transportation infrastructure from potential impacts from natural disasters particularly bridges.</li> <li>Improve Travel Time Reliability (TTR) and existing or forecasted congestion.</li> </ul>

Accessibility and Mobility



- Enhance transportation infrastructure to reduce and mitigate stormwater impacts.

*Improve equitable access to transportation, including walking, cycling, and public transit.*

- Incorporate a sidewalk on at least one side of the roadway.
- Incorporate bike lanes for each direction or provide a separate facility to reduce rider stress (from higher vehicle volumes, posted speeds).
- Design a network that serves all users, including underserved populations such as pedestrians, cyclists, and people with disabilities.
- Improve access for Environmental Justice populations (low income or minority) with a focus on community activity and employment centers.
- Support effective and efficient public transportation systems.

Integration and Connectivity



*Enhance the integration of various transportation modes for a seamless user experience.*

- Close infrastructure gaps.
- Improve regionally significant corridors within and between communities.
- Include multimodal elements (sidewalk, bicycle, carpool, vanpool, park-and-ride, or transit, etc.).
- Improve connections to resolve legacy issues (multimodal, redundancy, efficiency).

Travel and Tourism



*Focus on regional benefits and integrate transportation across jurisdictions*

- Include "place-making" elements (lighting, benches, plazas, public art, etc.).
- Enhance the travel experience (wayfinding signage, activated hazard warnings, Intelligent Transportation System (ITS) - Traveler Information, etc.).
- Keep design consistent with the nearby urban or rural aesthetics.
- Support the creation of walkable communities.

Economic Vitality



*Support freight movement and economic growth by creating an efficient and robust transportation network.*

- Improve major routes between significant residential, commercial, or industrial sites.
- Provide multimodal access to major activity or employment centers.
- Support regional movement for all freight modes.

Efficient System Management and Operations



*Maximize system efficiency to enhance productivity and reduce congestion.*

- Improve major routes between significant residential, commercial, or industrial sites.
- Provide multimodal access to major activity or employment centers.
- Support regional movement for all freight modes.
- Align transportation improvements with land use and functional context for all modes of transportation.
- Improve operational efficiency (channelization, integrated traffic control, multimodal components, infrastructure-to-vehicle communication, etc.).
- Include access management elements (raised medians, reduced number of driveways, turn restrictions, etc.).

## Stewardship and Sustainability



*Protect the environment by conserving energy, reducing pollution, and planning transportation systems that are sustainable for future generations.*

- Provide consistency with planned growth and economic development.
- Use human-scale design to make transportation infrastructure approachable.
- Improve air quality by promoting opportunities to reduce greenhouse gas emissions and single occupancy vehicle (SOV) travel.
- Avoid impacts to environmentally sensitive areas.
- Consider climate impact on transportation system.

## Implementation of Policy and Action Recommendations

The 2045 Plan specifically lists recommendations supportive of the regional vision and goals. SFY 2027 planning efforts are particularly focused on the following policies and actions:<sup>1</sup>

### UNIVERSAL POLICY

CONSIDER SAFETY AND ACCESS –

FOR PEDESTRIANS, BICYCLISTS, PERSONS WITH DISABILITIES, TRANSIT VEHICLES AND RIDERS, MOTORISTS, EMERGENCY RESPONDERS, FREIGHT HAULERS, AND RESIDENTS OF ALL AGES AND ABILITIES

– IN EVERY PLANNING AND PROJECT DECISION.

### Walk, Bike, and Roll

- Utilize previous public input to create a detailed inventory of pedestrian infrastructure networks while also determining how to best assess the condition of that infrastructure.
- Promote initiatives, such as focused public outreach, education campaigns, or speed limit studies, to enhance the safety of the active transportation environment.
- Engage and collaborate with a local walkability group to promote walking and cycling and to support data collection efforts.

### Public Transit

- **Ongoing:** Conduct special transportation needs advocacy and outreach among local and regional councils and committees.
- In SFY 2027, WWVMPO/SRTPO will update the Human Services Transportation Plan.

### Roadway System

- Analyze systemic collisions and hotspot crash locations and promote implementation of applicable countermeasures.
- **In Progress:** Complete the update of the Long Term Roadway Plan, which emerged as the successor to the 2005 Long-Term Arterial Plan.

### Tribal Participation

On April 24, 2019, Governor Jay Inslee signed Engrossed House Bill 1584 into law, which requires RTPOs to provide an opportunity for tribes – with reservation or trust lands within the RTPO’s planning area – to participate as voting members of the RTPO. Codified as [RCW 47.80.050 \(2\)](#), every Regional

<sup>1</sup> For a complete list of all Policy and Action Recommendations, please refer to the [2045 Plan](#).

Transportation Planning Organization in Washington State is to extend – no less than once every two years – an offer of tribal participation on the RTPPO decision-making board.

As part of the research conducted during the development of the 2045 Plan, WWVMPO/SRTPO staff discovered that the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) had been gifted a 30-acre parcel by the Frenchtown Historical Foundation. Since then, the property has been conveyed to the U.S. Government in trust for CTUIR.

Prior to 2021, close technical coordination with the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) was accomplished through membership in the Technical Advisory Committee since the study area has always included ceded ancestral lands of importance to the Tribes. Given the fact that the WWVMPO/SRTPO study area now also encompasses Tribal trust land, a formal invitation was sent to CTUIR Board of Trustees in February 2021 offering participation as a full member of the WWVMPO/SRTPO Policy Board. The CTUIR Board of Trustees accepted the invitation and their full membership in the WWVMPO was confirmed by resolution and joinder agreement in November 2021.

## Public Participation

The development of the WWVMPO/SRTPO SFY 2027 Unified Planning Work Program follows the guidelines established in the 2024 update of the agency’s Public Participation Plan (PPP). Select work tasks within the UPWP will include public participation activities outlined for the related plan or program. The following table provides an overview of public participation strategies, tools, and public comment periods described in the PPP:

<i>Public Participation -Strategies, Tools, and Comment Periods</i>	<i>Committee Meetings</i>	<i>Public Meetings</i>	<i>Website</i>	<i>Documents and Publications</i>	<i>Public Notice</i>	<i>Call for Public Comments (Length)</i>	<i>Press Release</i>	<i>Mailing Lists</i>	<i>Tribal Coordination</i>
<i>Update - Metropolitan &amp; Regional Transportation Plan</i>	x	x	x	x	x	4 weeks	x	x	x
<i>Amendment - Metropolitan &amp; Regional Transportation Plan</i>	x	x	x	x	x	2 weeks			x
<i>Metropolitan &amp; Regional Transportation Improvement Program</i>	x		x	x	x	2 weeks			x
<i>Annual Listing of Obligated Projects</i>	x		x	x	x	2 weeks			x

<i>Public Participation -Strategies, Tools, and Comment Periods</i>	<i>Committee Meetings</i>	<i>Public Meetings</i>	<i>Website</i>	<i>Documents and Publications</i>	<i>Public Notice</i>	<i>Call for Public Comments (Length)</i>	<i>Press Release</i>	<i>Mailing Lists</i>	<i>Tribal Coordination</i>
<i>Public Participation Plan</i>	x	x	x	x	x	45 days	x	x	x
<i>Human Services Transportation Plan</i>	x	x	x	x	x	2 weeks	x	x	x
<i>Unified Planning Work Program</i>	x		x						x
<i>Annual Performance &amp; Expenditure Report</i>	x		x						x
<i>Title VI Plan</i>	x	x	x	x	x	2 weeks	x	x	x
<i>Title VI Annual Accomplishment Report</i>	x		x						x
<i>Regionally Managed Project Selection</i>	x		x						x

Public participation activities for **non-recurring and special studies** will be determined as part of the initial scoping.

## Work Elements and Activities for SFY 2027

It is anticipated that the WWVMPO/SRTPO will accomplish the following UPWP tasks during SFY 2027 or, if the task continues into the next fiscal year, make significant progress towards the anticipated goal or deliverable(s).

The Bipartisan Infrastructure Law of 2021 requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]. The MPO certifies this activity meets this requirement. The Safe and Accessible Transportation activities include an asterisk (\*) next to the deliverables.

The cost of fringe benefits in the form of regular compensation paid to employees during periods of authorized absences from the job, such as for annual leave, family-related leave, sick leave, holidays, court leave, military leave, administrative leave, and other similar benefits are equitably allocated to all related activities.

## Element 1.0 Program Administration

The activities under this task support the effective day-to-day administration of the agency while ensuring compliance with applicable federal, state, and local regulations. They promote transparency and accountability through sound financial management, accurate reporting, and clear communication with partner agencies and the public. In addition, these activities facilitate coordinated transportation planning across the region by supporting interagency collaboration, policy development, and consistent alignment with regional priorities and planning requirements.

### Task 1.1 Administration

This task includes ongoing agency management and operations, encompassing finance and grant reporting, communications, outreach activities relevant to WWVMPO/SRTPO projects and priorities, and agency involvement in local, state, tribal, and federal transportation policy development. Most tasks identified in this work program element are ongoing and include, but are not limited to:

- General Office and Staff Management
  - ◆ Provide clerical support, maintain office and computer hardware, and sustain software capabilities.
  - ◆ Prepare, facilitate, and document all committee, ad hoc, and public meetings.
  - ◆ Coach staff and build capacity through onsite training sessions and virtual or offsite workshops and conferences.
- Fiscal and Work Program Management
  - ◆ Develop the agency's annual operating budget.
  - ◆ Prepare monthly, quarterly, and annual financial reports.
  - ◆ Monitor the Unified Planning Work Program, track progress, and amend as necessary.
  - ◆ Provide support to the accounting service provider.
- External Communications
  - ◆ Maintain content on the WWVMPO/SRTPO website.
  - ◆ Advertise public meetings and WWVMPO/SRTPO-sponsored events.
  - ◆ Communicate with media regarding current WWVMPO/SRTPO planning and policy activities.
  - ◆ Share WWVMPO/SRTPO recommendations and actions with appropriate local, state, tribal, and federal agencies, and elected officials.
  - ◆ Respond to requests from local, state, tribal, and federal staff, and officials for information on WWVMPO/SRTPO plans, policies, and programmatic priorities.
- Interagency Coordination
  - ◆ Monitor and participate in relevant local, state, tribal, and federal policy, project, or funding matters.
  - ◆ Coordinate and consult with member entity staff and elected officials, as well as other Oregon and Washington MPOs, RTPOs, and Area Commissions on Transportation related to tribal, state, regional, and local transportation projects and policies.
  - ◆ Coordinate with Valley Transit, area non-profits, and private sector transportation providers on public transportation projects and policies.
  - ◆ Continue tribal consultation and actively involve the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) in the development of plans and programs.

- ◆ Participate in state planning activities, such as the range of Oregon and Washington statewide transportation plans, as well as performance target setting, and other efforts.

**Important Note:** As an agency, the WWVMPO/SRTPO does not anticipate engaging in lobbying activities during SFY 2027. In the event that a staff member or representative engages in lobbying, only local funds - not associated with any federal or state transportation planning grants - will be used, and the related activities will be reported, as required in 31 USC 1352 and 49 CFR 20 as well as 2 CFR Part 225 Appendix B and Part 220 Appendix A.

<b>Task Budget:</b>	\$234,207
<b>Deliverables:</b>	Meeting Agendas, Materials, and Minutes; Accounts Payables, Invoices, and various Financial Records, Grant Application; etc.
<b>Timeframe:</b>	Ongoing
<b>Lead:</b>	WWVMPO/SRTPO Executive Director
<b>Support:</b>	WWVMPO/SRTPO Transportation Planner, Policy Board, TAC, CTUIR, ODOT, WSDOT, FHWA, and FTA.
<b>Regulation:</b>	23 CFR 450.300 through 450.340; WAC 468-86-010 through 468-86-160
<b>Planning Factor:</b>	Economic Vitality, Safety, Security, Mobility, Environment, Integration, Efficiency, Preservation, Resiliency, Tourism (as prescribed by <a href="#">23 CFR 450.306</a> , also referred to in the "Planning Factors" Section of this document)

The Annual Performance and Expenditure Report (APER) describes the progress made towards fulfilling the activities outlined in the previous year's Unified Planning Work Program. The APER also details associated expenses and discusses any departure from the originally proposed task budgets.

<b>Task Budget:</b>	\$5,788
<b>Deliverable:</b>	SFY 2026 Annual Performance and Expenditure Report
<b>Due Date:</b>	September 30, 2026
<b>Lead:</b>	WWVMPO/SRTPO Executive Director
<b>Support:</b>	WWVMPO/SRTPO Transportation Planner, TAC, ODOT, WSDOT, FHWA, and FTA
<b>Regulation:</b>	23 CFR 420.117
<b>Planning Factor:</b>	n/a

### Task 1.3 Unified Planning Work Program

The Unified Planning Work Program serves as the basis for requesting federal planning funds from the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration as well as state planning funds from ODOT and WSDOT. The UPWP is also a management tool for the scheduling, budgeting, and monitoring of progress for listed planning activities. Developed in cooperation with its member entities, the activities identified in the WWVMPO/SRTPO UPWP are consistent with the goals and objectives identified in the Metropolitan and Regional Transportation - 2045 Plan.

Updated annually, the UPWP describes the planning activities anticipated for the new state fiscal year. High-level task descriptions are provided, along with information on the associated budget, responsible lead agency, and anticipated completion date for all related activities. The UPWP assists local, state, tribal, and federal agencies in coordinating respective transportation planning activities.

<b>Task Budget:</b>	\$8,681
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<b>Deliverable:</b>	SFY 2028 Unified Planning Work Program
<b>Due Date:</b>	June 2027
<b>Lead:</b>	MPO/SRTPO Executive Director
<b>Support:</b>	MPO/SRTPO Transportation Planner, Policy Board, TAC, CTUIR, ODOT, WSDOT, FHWA, & FTA
<b>Approval:</b>	FHWA and FTA
<b>Regulation:</b>	23 CFR 450.308
<b>Planning Factor:</b>	n/a

### Task 1.4 Annual Title VI Report and Update Title VI Plan

The WWVMPO/SRTPO is responsible for certifying that the agency consistently follows Title VI rules and regulations. Each year, the WWVMPO/SRTPO completes an Annual Title VI Report, which provides an overview of relevant outreach activities and accomplishments for the various programs and activities the agency administers.

During SFY 2027, WWVMPO/SRTPO will update its Title VI Plan, as needed, to maintain compliance with federal and state nondiscrimination requirements and reflect updated guidance and best practices to support equitable public involvement and transportation decision-making.

<b>Task Budget:</b>	\$5,788
<b>Deliverable:</b>	Title VI Annual Report
<b>Due Date:</b>	August 26, 2026
<b>Lead:</b>	WWVMPO/SRTPO Transportation Planner
<b>Support:</b>	WWVMPO/SRTPO Executive Director, TAC, ODOT, WSDOT, FHWA, and FTA
<b>Regulation:</b>	49 CFR 21 (Guidance: FTA Circular 4702.1B)
<b>Planning Factor:</b>	Mobility, Environment (as prescribed by <a href="#">23 CFR 450.306</a> , also referred to in the "Planning Factors" Section of this document)

### Task 1.5 Annual Self-Certification Review

The WWVMPO/SRTPO is responsible for certifying that the agency follows all federal transportation planning rules and regulations. Each year in conjunction with the Transportation Improvement Program (TIP) development, the WWVMPO/SRTPO completes the required self-certification. The Policy Board adopts and includes the approved certification in the submittal of the final TIP. The WWVMPO/SRTPO expects to complete the short form for the self-certification.

<b>Task Budget:</b>	\$723
<b>Deliverable:</b>	WWVMPO/SRTPO Self-Certification
<b>Due Date:</b>	October 14, 2026
<b>Lead:</b>	WWVMPO/SRTPO Transportation Planner
<b>Support:</b>	WWVMPO/SRTPO Executive Director, Policy Board, TAC, ODOT, WSDOT, FHWA, and FTA
<b>Regulation:</b>	23 CFR 450.336
<b>Planning Factor:</b>	Mobility, Environment (as prescribed by <a href="#">23 CFR 450.306</a> , also referred to in the "Planning Factors" Section of this document)

## Task 1.6 Public Participation Plan

Developed in coordination with member entities and in consultation with all interested parties, the WWVMPO/SRTPO's Public Participation Plan (PPP) was last updated in 2024. It outlines the agency's participation and consultation process, and the strategies and tools contained therein were designed to engage interested parties and involve the public in the metropolitan and regional transportation planning process at key decision points.

The WWVMPO/SRTPO annually reviews the effectiveness of the strategies and tools documented in the Public Participation Plan (PPP) and undertook a comprehensive update to the plan in SFY 2024. During SFY 2027, WWVMPO/SRTPO will update and refine the Public Participation Plan to ensure ongoing compliance with federal and state requirements and to reflect current best practices in public involvement.

<b>Task Budget:</b>	\$2,894
<b>Deliverable:</b>	Public Participation Plan
<b>Date Due:</b>	October 2026
<b>Lead:</b>	WWVMPO/SRTPO Executive Director
<b>Support:</b>	WWVMPO/SRTPO Transportation Planner, Policy Board, TAC, CTUIR, ODOT, and WSDOT
<b>Regulation:</b>	23 CFR 450.316
<b>Planning Factor:</b>	Mobility, Environment (as prescribed by <a href="#">23 CFR 450.306</a> , also referred to in the "Planning Factors" Section of this document)

## Element 2.0 Transportation Planning

The tasks in this work element collectively support the WWVMPO/SRTPO's core transportation planning responsibilities by advancing long-range planning, coordinated transit and human services planning, regional system planning, and data-driven decision-making. These tasks ensure compliance with federal and state requirements while providing strategic guidance and technical assistance to member jurisdictions.

### Task 2.1 Metropolitan Transportation Plan, Monitor Performance, and Provide Local Planning Assistance

The preparation of a Metropolitan Transportation Plan (MTP) is a federal requirement for urbanized areas with a population greater than 50,000; in the Walla Walla Valley, the urbanized area encompasses the cities of College Place, and Walla Walla. The Washington State Growth Management Act (GMA) establishes the requirement for the development of a Regional Transportation Plan (RTP); in the region, this requirement applies to Walla Walla County. The WWVMPO/SRTPO is responsible for meeting both the federal and state transportation planning requirements, which largely overlap. Thus, the region has combined its MTP and RTP into a single, integrated long-range plan.

Adopted on September 3, 2025, the [Walla Walla Valley Metropolitan and Regional Transportation Plan - 2045 Plan](#) offers an overview of cross-jurisdictional transportation inventories, identifies region-wide issues and existing needs, and analyzes future travel demand. The plan has drawn on previous efforts, such as the Blue Mountain Region Trails Plan, the Coordinated Public Transit - Human Services Transportation Plan, and the Rural Mobility Strategic Plan. The 2045 Plan provides a regional vision for

future multi-modal transportation strategies and investments that strive to improve access and mobility throughout the entire Walla Walla Valley. In terms of roadways, the plan focuses only on those highways, county roads, and city streets that are deemed regionally significant, while also addressing pedestrian, bicycle, public transit, and intermodal freight infrastructure and services. The 2045 Plan fully integrates performance-based planning, programming, and monitoring and offers multi-modal policy, action, and project recommendations to guide regional transportation planning and programming activities.

The WWVMPO/SRTPO continues to monitor the implementation of the plan's policy, action, and project recommendations, and provide related policy guidance and technical assistance to its member entities. The WWVMPO/SRTPO is also prepared to process requests to amend the 2045 Plan in accordance with the adopted plan amendment procedures, regulatory requirements, financial constraint considerations, and public involvement guidelines.

Comprehensive Plan: Coordinate with local members in the review and support of their comprehensive plan transportation elements and draft Environmental Impact Statements. Also, certify that transportation elements are consistent with the adopted regional transportation plan.

Conduct biennial review of the WWVMPO's long range transportation plan for continued currency, to fulfill RTPO requirement.

<b>Task Budget:</b>	\$21,703
<b>Deliverables:</b> *	Monitoring of 2045 Plan Implementation Activities; Processing of Requests for Amendment; Assessment of System Performance; and Technical Assistance
<b>Due Date:</b>	Ongoing
<b>Lead:</b>	WWVMPO/SRTPO Executive Director
<b>Support:</b>	WWVMPO/SRTPO Transportation Planner, Policy Board, TAC, resource agencies, and additional member agency staff
<b>Regulation:</b>	23 CFR 450.324; WAC 468-86-110
<b>Planning Factor:</b>	Economic Vitality, Safety, Security, Mobility, Environment, Integration, Efficiency, Preservation, Resiliency, Tourism (as prescribed by <a href="#">23 CFR 450.306</a> , also referred to in the "Planning Factors" Section of this document)

## Task 2.2 Coordinated Public Transit - Human Services Transportation Planning

The WWVMPO/SRTPO 2023-2026 Coordinated Public Transit - Human Services Transportation Plan (CPT-HSTP) was adopted in November 2022. Updated every four years, the plan identifies needs and recommends transportation improvements for individuals with special transportation needs, such as seniors, young people, individuals with lower incomes, people with disabilities, and others who depend on public transportation services. Developed as a stand-alone document, the CPT-HSTP outlines the existing transportation services, identifies how some needs are met, and acknowledges where gaps remain. The WWV/SRTPO will be preparing the plan for during fiscal year.

Access to essential services, such as housing, employment, health care, education, and recreation, is a particularly important function of the regional transportation system for those individuals with special transportation needs. The WWVMPO/SRTPO is actively engaged in various multi-agency and multi-jurisdictional coordination and advocacy groups, such as the Affordable Housing - Implementation Task

Force, the Council on Housing, the Accessible Communities Advisory Committee, and others. In addition, the WWVMPO/SRTPO seeks out the continued dialogue with service providers, such as health-care, human-services, and housing-related agencies, as well as public and private transportation providers, whose work affects transportation users with special needs.

In support of coordinated CPT-HSTP planning, outreach, and implementation activities, the WWVMPO/SRTPO also continuously collects sociodemographic data and transportation service information.

<b>Task Budget:</b>	\$27,175 (\$12,175 for MPO Staff and \$15,000 for Consultant)
<b>Deliverable:</b> *	2027-2030 CPT-HSTP
<b>Due Date:</b>	December 2026
<b>Lead:</b>	WWVMPO/SRTPO Executive Director
<b>Support:</b>	WWVMPO/SRTPO Transportation Planner, Policy Board, TAC, CTUIR, ODOT, WSDOT, Valley Transit, regional public and private transportation providers, and social services agencies
<b>Partners:</b>	Human services agencies, health care providers, and public transportation providers
<b>Regulation:</b>	Guidance - FTA Circular 9070.1G (49 USC 5310)
<b>Planning Factor:</b>	Mobility, Environment, Integration (as prescribed by <a href="#">23 CFR 450.306</a> , also referred to in the " <a href="#">Planning Factors</a> " Section of this document)

### Task 2.3 Long Term Roadway Plan

In 2004 and 2005, Walla Walla County and the cities of College Place and Walla Walla jointly developed a long-term vision for a cross-jurisdictional arterial system. Walla Walla Valley's previous 2040 Plan recommended that the 2005 Long-Term Arterial Plan be reviewed and the region's new 2045 Plan directly calls for the completion of a new Regional Thoroughfare System Plan (RTSP) to be called the Long-Term Roadway Plan.

Member entities have asked the WWVMPO/SRTPO to assist in the facilitation of the plan development, which is focused on building a seamless transportation system with cross-jurisdictional thoroughfare connectivity. Through a series of work sessions with member agency staff, the following aspects of a regionwide plan were determined to be of high importance:

- Documentation of the "legal authority" and outline of amendment process
- Design elements based on land use context
- Description of general "targets" to allow for local design flavor, but also continuity
- Importance of city and county partnerships for projects and right-of-way preservation
- Sufficient design and right-of-way information to guide developments
- Emphasis on brevity and imagery to make the document user friendly
- High-level concept to facilitate regional buy-in
- Adoption of RTSP into local comprehensive plans to facilitate implementation

Building on the 2045 Metropolitan Transportation Plan (MTP) and each member entity's comprehensive plan—including their respective transportation visions, goals, objectives, and recommendations—the Long-Term Roadway Plan will establish a long-range, full build-out scenario that extends beyond the planning horizon of the 2045 MTP. The Long-Term Roadway Plan will identify the location and type of roadway facilities needed to accommodate projected long-term regional growth while supporting safe, reliable, and accessible transportation options.

<b>Task Budget:</b>	\$21,703
<b>Deliverable:</b> *	Long Term Roadway Plan
<b>Due Date:</b>	December 2026
<b>Lead:</b>	WWVMPO/SRTPO Transportation Planner
<b>Support:</b>	WWVMPO/SRTPO Executive Director, Policy Board, TAC, ODOT, WSDOT, Valley Transit, and additional member agency staff
<b>Regulation:</b>	23 CFR 450.318; WAC 468-86-090
<b>Planning Factor:</b>	Economic Vitality, Safety, Security, Mobility, Environment, Integration, Efficiency, Resiliency (as prescribed by <u>23 CFR 450.306</u> , also referred to in the “ <u>Planning Factors</u> ” Section of this document)

## Task 2.4 Collect and Analyze Data

Data collection, analysis, maintenance, and reporting activities are necessary to sustain the WWVMPO/SRTPO decision-making process and produce relevant transportation planning products. The data is used to identify and quantify growth areas, evaluate transportation issues, propose solutions, and monitor performance. Data maintained by the WWVMPO/SRTPO is accessible to all member agencies and the public.

Data collection and analysis tasks may include the acquisition and maintenance of hardware, software, or licenses for travel demand modeling, geographic information systems, and traffic simulation applications. These activities are coordinated with ODOT, WSDOT, CTUIR, cities, counties, public transportation providers, and port districts to avoid duplication of efforts and to support statewide and regional transportation planning and programming priorities, as well as investment decisions, as called for by the performance-based planning requirements of the MAP-21, FAST, and IJJA Acts. Particular emphasis is placed on data analysis and monitoring that is supportive of advancing the seven national performance areas:

- Safety
- Infrastructure condition (i.e., bridge, pavement, and transit<sup>3</sup>)
- Congestion reduction
- System reliability
- Freight movements and economic vitality
- Environmental sustainability
- Reduced project delivery delays

In addition, SFY 2027 activities will focus on the continued analysis of socio-economic forecast data, land use changes, multi-modal transportation data, and recent traffic or technology trends in support of developing the 2050 Plan, and the completion of the Long Term Roadway Plan.

<b>Task Budget:</b>	\$17,169
<b>Deliverables:</b>	Data for Various Studies and Planning Tasks
<b>Due Date:</b>	Ongoing
<b>Lead:</b>	WWVMPO/SRTPO Executive Director
<b>Support:</b>	WWVMPO/SRTPO Transportation Planner, TAC, member agency staff, ODOT, and WSDOT.

<sup>3</sup> The collection of transit asset management related data will be closely coordinated with Valley Transit.

**Regulation:** 23 CFR 450.324 and 450.326; WAC 468-86-110  
**Planning Factor:** Economic Vitality, Safety, Security, Mobility, Environment, Integration, Efficiency, Preservation, Resiliency, Tourism (as prescribed by [23 CFR 450.306](#), also referred to in the “[Planning Factors](#)” Section of this document)

## Task 2.5 WCAG Implementation

The WWVMPO website will be updated to ensure compliance with the Web Content Accessibility Guidelines (WCAG). These updates will improve accessibility across digital services and reduce barriers for individuals with disabilities. This effort will enhance inclusive access to information and services while improving overall usability for all visitors, including those who rely on assistive technologies.

**Task Budget:** \$15,000 for consulting services  
**Deliverables:** Web developer to implement WCAG  
**Due Date:** April 2027  
**Lead:** WWVMPO/SRTPO Executive Director  
**Support:** WWVMPO/SRTPO Transportation Planner, TAC, member agency staff, ODOT, and WSDOT.

## Element 3.0 Transportation Programming

This task involves the development and annual maintenance of the Metropolitan and Regional Transportation Improvement Program (M/RTIP) and the Annual Listing of Obligated Projects (ALOP) to meet federal and state transportation planning requirements.

### Task 3.1 Metropolitan and Regional Transportation Improvement Program

Federal and state regulations require the WWVMPO/SRTPO develop a short-term Transportation Improvement Program for its Metropolitan and Sub-Regional Transportation Planning Organization study areas. Federal requirements call for a four-year, fiscally constrained list of projects, whereas Washington State regulations require a six-year plan. In lieu of producing two separate documents, the combined Walla Walla Valley Metropolitan and Regional Transportation Improvement Program (M/RTIP) is a six-year programming document, which demonstrates financial constraint for federal funds throughout the first four years of the integrated program.

The M/RTIP is derived from: Washington State city and county six-year Comprehensive Transportation Programs; Oregon member entities’ Transportation System Plans; six-year Transit Development Plans, produced and adopted by the local public transportation agencies; and the project lists compiled by ODOT and WSDOT. The projects contained in the M/RTIP must also be consistent with policy and project recommendations included in the 2045 Plan, and must be designed to make progress toward achieving performance targets established in accordance with federal requirements ([23 USC 134 \(h\)\(2\)](#)). The M/RTIP is updated annually and functions as a project programming document and financial plan that identifies all federally funded and prioritized projects, as well as other transportation improvements of regional significance, regardless of their funding source. The TIP is modified and amended as needed.

**Task Budget:** \$23,327  
**Deliverable:** 2027-2032 M/RTIP and Amendments  
**Due Date:** October 14, 2026, amendments are ongoing

<b>Approval:</b>	FHWA and FTA
<b>Lead:</b>	WWVMPO/SRTPO Transportation Planner
<b>Support:</b>	WWVMPO/SRTPO Executive Director, Policy Board, TAC, CTUIR, ODOT, and WSDOT
<b>Regulation:</b>	23 CFR 450.326 and 450.334; WAC 468-86-160
<b>Planning Factor:</b>	Safety, Mobility, Environment, Integration, Efficiency, Preservation (as prescribed by 23 CFR 450.306, also referred to in the “ <a href="#">Planning Factors</a> ” Section of this document)

### Task 3.2 Annual Listing of Obligated Projects

The WWVMPO/SRTPO is required to annually publish a list of transportation improvements, for which federal funds have been obligated in the preceding calendar year. The overview of these federal fund awards is documented in the Annual Listing of Obligated Projects (ALOP), which serves as record of project delivery and as a progress report for the purpose of providing government transparency.

<b>Task Budget:</b>	\$2,894
<b>Deliverable:</b>	2025 Annual Listing of Obligated Projects
<b>Due Date:</b>	March 31, 2027
<b>Lead:</b>	WWVMPO/SRTPO Transportation Planner
<b>Support:</b>	WWVMPO/SRTPO Executive Director, Policy Board, TAC, CTUIR, ODOT, and WSDOT
<b>Regulation:</b>	23 CFR 450.326 and 450.334; WAC 468-86-160
<b>Planning Factor:</b>	Safety, Mobility, Environment, Integration, Efficiency, Preservation (as prescribed by 23 CFR 450.306, also referred to in the “ <a href="#">Planning Factors</a> ” Section of this document)

### Task 3.3 Call for Projects

The WWVMPO/SRTPO will conduct a Call for Projects to solicit transportation project proposals from member jurisdictions. The call will include a competitive selection process for Surface Transportation Block Grant (STBG) funds, Transportation Alternatives (TA) set-aside funds, and the Carbon Reduction Program (CRP) funds.

<b>Task Budget:</b>	\$11,575
<b>Deliverable:</b>	Call for Projects
<b>Due Date:</b>	December 31, 2026
<b>Lead:</b>	WWVMPO/SRTPO Transportation Planner
<b>Support:</b>	WWVMPO/SRTPO Executive Director, Policy Board, TAC, CTUIR, ODOT, and WSDOT
<b>Regulation:</b>	23 CFR 450.326 and 450.334; WAC 468-86-160
<b>Planning Factor:</b>	Safety, Mobility, Environment, Integration, Efficiency, Preservation (as prescribed by 23 CFR 450.306, also referred to in the “ <a href="#">Planning Factors</a> ” Section of this document)

## Funding and Expenditures

### Primary Planning Funds

#### CPG Consolidated Planning Grant

The consolidated planning grant is FHWA (PL) and FTA (5303) funds combined.

#### FHWA Metropolitan Planning Funds

Within Washington State, the WWVMPO/SRTPO uses federal metropolitan planning (PL) funds for up to 86.5% of a project, and the required 13.5% non-federal match is provided by local government dues. For activities within the Oregon MPO area, federal planning funds can be used for up to 89.73% of a project, and ODOT provides the non-federal match of 10.27% based on the Interstate Agreement with ODOT

#### FTA Section 5303 Grant Funds

Section 5303 funds are federal funds designated for transit planning and research activities. For activities within Washington State, the WWVMPO/SRTPO member entities provide the local match of 13.5% based on the Metropolitan/Regional Transportation Planning Organization Agreement with WSDOT. For activities within Oregon, the WWVMPO/SRTPO member entities provide the local match of 10.27%.

#### WSDOT CPT-HSTP Grant Funds

WSDOT distributes funds to the Walla Walla Valley MPO/SRTPO to develop coordinated public transit - human services (CPT-HSTP) transportation planning.

#### RTPO Grant Funds

Based primarily on population distribution, the State of Washington allocates funds to all RTPOs within the state in order to perform the required planning activities. These funds do not have a local match requirement.

#### STBG Grant Funds

STBG Grant Funds are federal funds provided through the Federal Highway Administration (FHWA) to support a wide range of transportation projects at the state and local levels. These flexible funds can also be used for transportation planning activities, including work performed by Metropolitan Planning Organizations (MPOs), as part of the metropolitan transportation planning process.

#### Local Member Entity Dues

According to Article 4.04 of the WWVMPO/SRTPO Interlocal Cooperation Agreement, "member agencies dues to cover expenses of the WWVMPO shall be based on the Annual Budget adopted by the Policy Board, and shared equally among the policy board members except that ODOT and WSDOT shall not pay dues." In November 2021, the Confederated Tribes of the Umatilla Indian Reservation became full WWVMPO/SRTPO members and were granted exemption from Article 4.04 since they do not own any transportation infrastructure in the planning area.

The calculation of the local dues is based on the local match amount required to obtain the FHWA PL and FTA 5303 federal grant funding and is reviewed annually.

## Other Funding Sources

For specific studies, similar to the Blue Mountain Region Trails Plan or the Rural Mobility Strategic Plan, the WVMPO/SRTPO may pursue additional grant opportunities. If such grant pursuits are successful, the additional funding will be included in the SFY 2027 UPWP, according to the adopted UPWP Amendment Policy detailed in [Appendix A](#).

## Funding by Source

The WWVMPO/SRTPO had received correspondence from WSDOT and ODOT on anticipated revenues for SFY 2027 MPO and SRTPO planning activities.

This summary table shows the forecasted SFY 2027 revenue by source as well as the estimated amount carried forward from previous and following SFYs:

*Walla Walla Valley MPO/SRTPO Estimated Revenue by Funding Source  
for SFY 2027 MPO/SRTPO Activities (July 1, 2026– June 30, 2027)*

<i>Funding Source</i>	<i>Estimated Revenue</i>
CPG (WA)	\$239,039
STBG (WA)	\$92,000
CPG (WA) Local Match (WWVMPO)	\$0
Total WA SFY 2027 Federal Planning funds available	\$331,039
FHWA Planning Funds (OR) (no local match)	\$5,009
FHWA PL State Match (OR)	\$307
FTA 5303 Funds (OR)	\$3,087
FTA 5303 (OR) Local Match (WWVMPO)	\$605
Total OR SFY 2027 Federal Planning funds available	\$9,009
SFY 2027 WA RTPO Planning funds (no match)	\$52,274
SFY 2027 WA HSTP Planning funds (no match)	\$21,685
Carry Forward SFY 2026 FHWA/FTA Funds	\$120,000
Local Match (WWVMPO)	\$0
Total Carry Forward from SFY 2026	\$120,000
<i>Total Estimated Revenue Available for SFY 2027</i>	<i>\$534,007</i>
<i>Total Carry Forward from SFY 2027</i>	<i>\$135,380</i>

1. Note: Figures in this table are subject to change pending receipt of updated information from WSDOT.

## Expenditure Overview

### Summarized Budget

Based on historical expenditures and anticipated resource needs, the table shows estimated planning fund expenditures for each of the SFY 2027 tasks:

*for SFY 2027 MPO/SRTPO Activities  
(July 1, 2026 – June 30, 2027)*

<i>UPWP Task</i>	<i>Estimated Expenditure</i>
1.1 Administration	\$234,207
1.2 Annual Performance and Expenditure Report	\$5,788
1.3 Unified Planning Work Program	\$8,681
1.4 Title VI Annual Report and Update Title VI Plan	\$5,788
1.5 Annual Self-Certification Review	\$723
1.6 Public Participation Plan	\$2,894
2.1 MTP, Performance, and Local Assistance	\$21,703
2.2 CPT-HSTP Planning	\$27,175
2.3 Long Term Roadway Plan	\$21,703
2.4 Collect and Analyze Data	\$17,169
2.5 WCAG Implementation	\$15,000
3.1 M/RTIP	\$23,327
3.2 ALOP	\$2,894
3.3 Call for Projects	\$11,575
<i>Total Estimated Budget for SFY 2027</i>	<i>\$398,627</i>

All activities listed in the SFY 2027 UPWP will be performed by the WWVMPO/SRTPO except for Task 2.2 Human Services Transportation Plan and Task 2.5 WCAG Implementation, which will use a portion of the budget for consultant assistance.

## Detailed Budget

The following table provides detailed WWVMPO/SRTPO task budgets distributed across all sources of available planning funds:

Walla Walla Valley MPO/SRTPO Detailed Expenditure Estimates  
for SFY 2027 MPO/SRTPO Activities (July 1, 2026 – June 30, 2027)

Task Description											Funding Summary					
	CPG	STBG	FHWA OR	Local Match OR	State Match OR	FTA OR	Local Match OR	HSTP State WA	RTPO State WA	CPG	STBG FOR ADMIN	Federal OR	State WA	State OR	Local	TOTAL
1.1 Administration	\$101,809	\$92,000	\$2,659	\$148	\$148	\$1,055	\$121	\$0	\$36,268	\$101,809	\$92,000	\$3,713	\$36,268	\$148	\$269	\$234,207
1.2 Annual Performance & Expenditure Report	\$5,686	\$0	\$66	\$4	\$4	\$26	\$3	\$0	\$0	\$5,686	\$0	\$92	\$0	\$4	\$7	\$5,788
1.3 Unified Planning Work Program	\$7,390	\$0	\$99	\$5	\$5	\$39	\$4	\$0	\$1,138	\$7,390	\$0	\$138	\$1,138	\$5	\$10	\$8,681
1.4 Annual Title VI Report & Title VI Plan	\$5,686	\$0	\$66	\$4	\$4	\$26	\$3	\$0	\$0	\$5,686	\$0	\$92	\$0	\$4	\$7	\$5,788
1.5 Annual Self-Certification Review	\$710	\$0	\$8	\$0	\$0	\$3	\$0	\$0	\$0	\$710	\$0	\$11	\$0	\$0	\$1	\$723
1.6 Public Participation Plan	\$2,843	\$0	\$33	\$2	\$2	\$13	\$1	\$0	\$0	\$2,843	\$0	\$46	\$0	\$2	\$3	\$2,894
2.1 MTP, Performance, and Local Assistance	\$18,474	\$0	\$246	\$14	\$14	\$98	\$11	\$0	\$2,846	\$18,474	\$0	\$344	\$2,846	\$14	\$25	\$21,703
2.2 CPT-HSTP Planning	\$5,000	\$0	\$308	\$17	\$17	\$122	\$14	\$21,696	\$0	\$5,000	\$0	\$431	\$21,696	\$17	\$31	\$27,175
2.3 Long Term Roadway Plan	\$18,474	\$0	\$246	\$14	\$14	\$98	\$11	\$0	\$2,846	\$18,474	\$0	\$344	\$2,846	\$14	\$25	\$21,703
2.4 Collect and Analyze Data	\$14,615	\$0	\$195	\$11	\$11	\$77	\$9	\$0	\$2,251	\$14,615	\$0	\$272	\$2,251	\$11	\$20	\$17,169
2.5 WCAG Implementation	\$12,768	\$0	\$170	\$9	\$9	\$68	\$8	\$0	\$1,967	\$12,768	\$0	\$238	\$1,967	\$9	\$17	\$15,000
3.1 M/RTIP	\$19,857	\$0	\$265	\$15	\$15	\$105	\$12	\$0	\$3,059	\$19,857	\$0	\$370	\$3,059	\$15	\$27	\$23,327
3.2 ALOP	\$2,463	\$0	\$33	\$2	\$2	\$13	\$1	\$0	\$380	\$2,463	\$0	\$46	\$380	\$2	\$3	\$2,894
3.3 Call for Projects	\$9,854	\$0	\$131	\$7	\$7	\$52	\$6	\$0	\$1,518	\$9,854	\$0	\$184	\$1,518	\$7	\$13	\$11,575
<b>UPWP TOTAL</b>	<b>\$ 225,629</b>	<b>\$92,000</b>	<b>\$4,525</b>	<b>\$ 252</b>	<b>\$ 252</b>	<b>\$1,795</b>	<b>\$ 205</b>	<b>\$21,696</b>	<b>\$52,274</b>	<b>\$225,629</b>	<b>\$92,000</b>	<b>\$ 6,320</b>	<b>\$73,970</b>	<b>\$ 252</b>	<b>\$ 457</b>	<b>\$398,627</b>

Note: In Washington State, federal grants are allocated at 100% federal participation, with toll credits applied in lieu of a required local match.

## Appendix A – Adopted UPWP Amendment Policy

**Walla Walla Valley Metropolitan Planning Organization  
and Sub Regional Transportation Planning Organization (WWVMPO/SRTPO)  
A Resolution Adopting an Amendment Process for the  
Unified Planning Work Program (UPWP)**

RESOLUTION NO. 11-2015

WHEREAS, CFR 23.450.308 (b) requires that metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 45 U.S.C. Chapter 53 be documented in a unified planning work program; and

WHEREAS, each MPO, in cooperation with the State(s) and public transportation operator(s), must develop a UPWP that includes a discussion of the planning priorities within the Metropolitan Planning Area (MPA); and

WHEREAS, RCW 47.04.280 in Washington state law and Oregon Administrative Rule Chapter 660 Division 12 in Oregon state law provide for policy goals for statewide transportation planning in Washington and Oregon respectively; and

WHEREAS, the UPWP must identify work proposed for the next one- or two-year period by major activity and task, in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds; and

WHEREAS, the work program includes activities to be carried out in and for the Walla Walla Valley MPO and SRTPO areas; and

WHEREAS, the work proposed or the estimated funding amounts are subject to change during a State Fiscal Year period, and therefore may trigger a necessary amendment; and

WHEREAS, during the 2016 state fiscal year UPWP interagency review meeting, MPO staff and reviewing agencies discussed the formulation of a UPWP amendment process, including specific criteria that they agreed should trigger the amendment of the UPWP for any given year; and

WHEREAS, MPO staff recommends adoption of the UPWP amendment process and criteria as proposed for the Walla Walla Valley MPO and SRTPO areas; and

WHEREAS, the Policy Board has reviewed and considered the proposed amendment process and criteria and approves of the same.

NOW, THEREFORE, the Walla Walla Valley MPO/SRTPO does resolve that the Unified Planning Work Program amendment process will consist of the following:

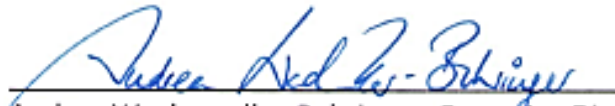
- 1) When any of the following criteria occur, an amendment to the current UPWP must be created:
  - a) A change to the product of a work element;
  - b) A consultant is used to buy equipment not previously included in a work element;
  - c) A reported change to Washington State Department of Transportation (WSDOT) or Oregon Department of Transportation (ODOT) in any work element task or expense that WSDOT or ODOT indicates is significant enough to trigger a federal review; or
  - d) A total 25% change in the total UPWP expense.
  
- 2) Any amendments approving work element changes totaling 25% or more should be supported by documentation that accomplishes the following:
  - a) Identifies the budget element impacted;
  - b) Revises the scope of work for the element; and
  - c) Justifies the need for the proposed amendment.
  
- 3) Any amendment must be approved by the WWVMPO/SRTPO Policy Board and then be submitted to WSDOT and ODOT for approval, with additional approval needed by FHWA and FTA for an amendment involving federal funds.

PASSED AND APPROVED this 5th of August, 2015.

Signed:

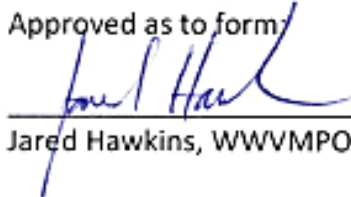


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Linda Hall, Vice Chair  
WWVMPO/SRTPO Policy Board



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Andrea Weckmueller-Behringer, Executive Director  
WWVMPO/SRTPO

Approved as to form:

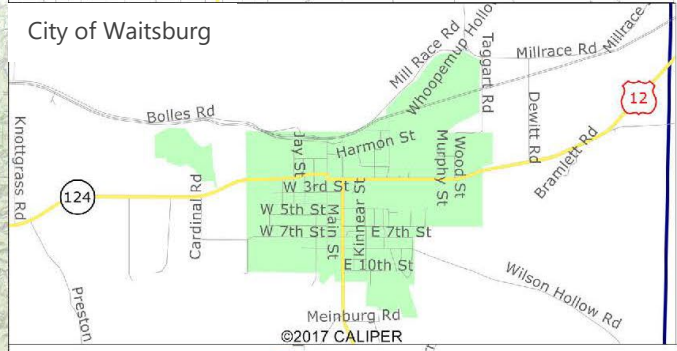
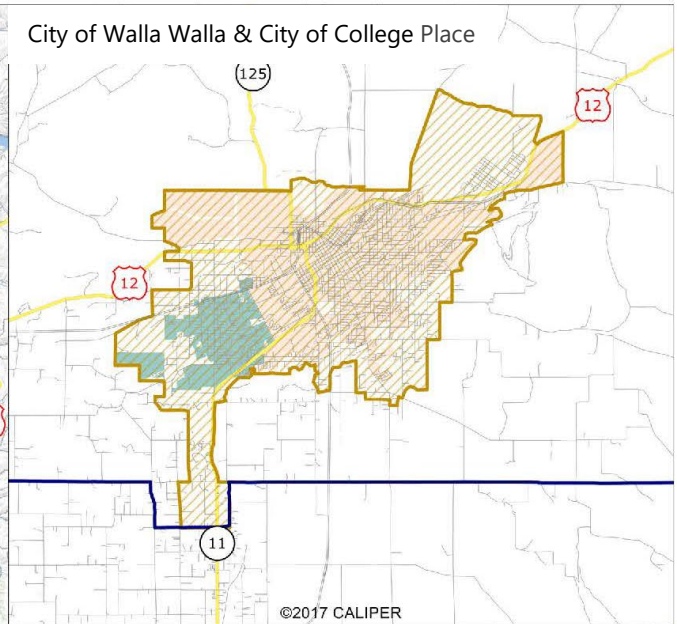
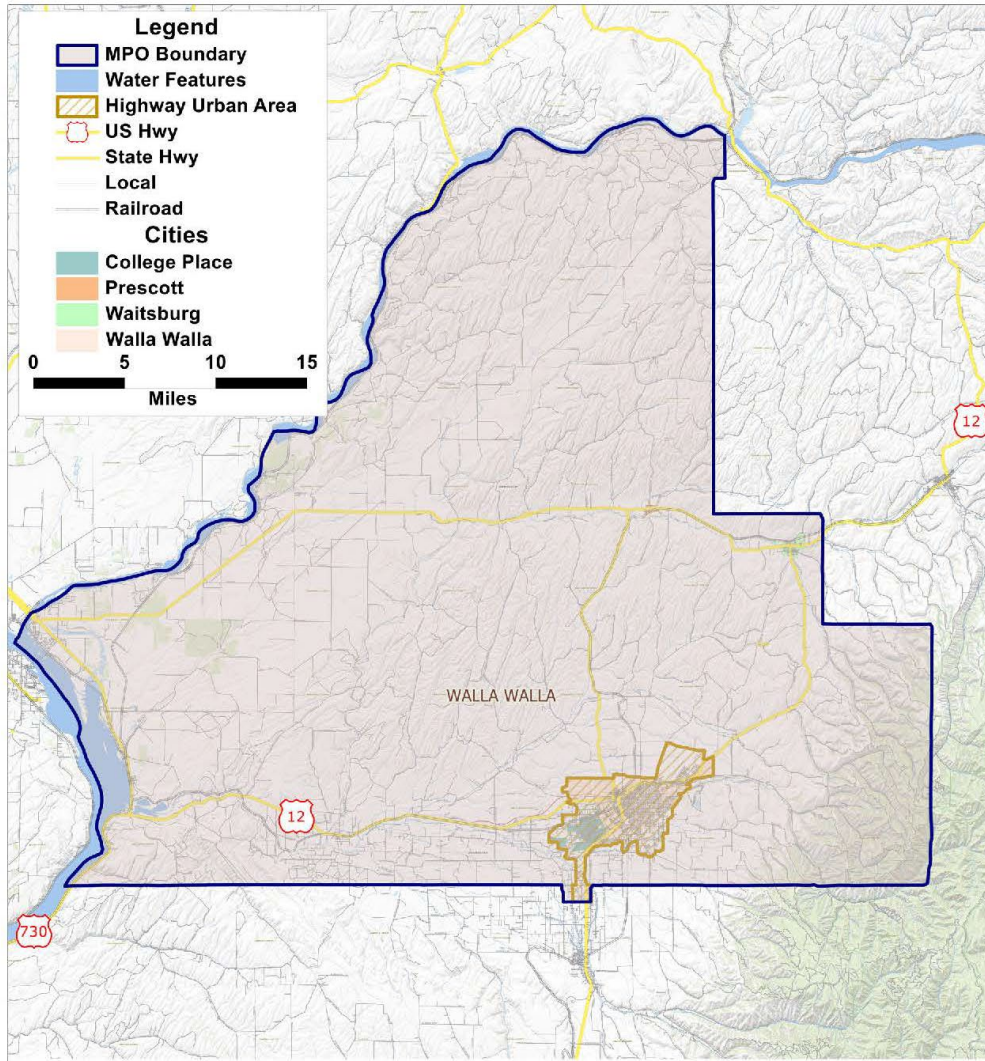


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Jared Hawkins, WWVMPO/SRTPO Legal Counsel

## Appendix B - Unfunded Planning Studies

The following are unfunded planning studies for the Walla Walla Valley MPO region.

1. State Route 125 Corridor Study (Myra Rd to Old Milton Highway) - \$400,000
2. SE 12th Street (College to Myra) Engineering and Planning Assessment - \$600,000
3. Bryant Avenue Corridor Planning - \$175,000
4. Fern Avenue Corridor Planning - \$175,000
5. Wilbur Avenue Corridor Planning - \$200,000



**Drawn By:** Walla Walla Valley Metropolitan Planning Organization

**Date:** January 2024

**Disclaimer:** <http://wwwmpo.org/documents-maps.html>

